



# Interchange Project

## PROJECT PURPOSE:

1. Improve Traffic Circulation and Accommodate Forecasted Traffic Demand: The State Route (SR) 120 / McKinley Avenue Interchange will provide access to, and exit from, SR 120. The interchange will help relieve congestion on local roads in the area and accommodate forecasted traffic increases as the Family Entertainment Zone and residential areas continue to develop.
2. Accommodate Planned Growth: The SR120 / McKinley Avenue Interchange will help accommodate the planned growth that the City of Manteca, San Joaquin County, and the San Joaquin County Council of Governments have envisioned in their planning documents. Residential developments have already been permitted on the north and south sides of SR120.
3. Reduce Congestion on Local Roads: The SR120 / McKinley Avenue Interchange will connect regional arterials with SR120 and provide an alternate route to and from the Highway for local traffic.
4. Reduce Congestion on State Route 120: The SR120 / McKinley Avenue Interchange will incorporate access ramp metering which will reduce traffic congestion and enhance safety on SR120.

## PROJECT DESCRIPTION:

The SR120 / McKinley Avenue Interchange Project is located along SR120 between milepost 2.2 and 3.2 and is within the jurisdictional limits of both the City of Manteca and San Joaquin County. SR120 is a four-lane freeway traversing in an east-west direction. McKinley Avenue is a two-lane, north-south, road which runs between Woodward Avenue on the south to Lathrop Road on the north. Currently, there are no on or off ramps from SR120 at McKinley Avenue. Access to SR120 is achieved via the Airport Road interchange, one mile to the east, or the Yosemite Avenue interchange, one mile to the west.

There are no existing pedestrian or bicycle facilities within the project area. The new interchange will accommodate a Class I bike path in the plan.

The ultimate build-out plan for the SR120 / McKinley Avenue Interchange, as approved in the Project Report, is a Type L-9 interchange (design year 2040). However, before constructing the full Type L-9 interchange, the City would like to consider a modified L-9 interchange option with the interior loop on-ramps constructed at a later date.

## ESTIMATED CONSTRUCTION COST:

Estimated Construction Cost: \$23.2 Million

**SCHEDULE:**

Design: Jan 2016 – June 2017  
Construction: Jan 2018 – Dec 2019

**FUNDING SOURCES:**

Federal Funds  
Local Regional Transportation Impact Fees  
Local Redevelopment Agency / Successor Agency Funds  
Local Development Fees  
State Transportation Improvement Plan Funds

**LEAD AGENCY:**

City of Manteca

## Project Location Map

